A NEW MODE OF FACING WALLS.

MR. JOHN TAYLOR, Jun., architect, has obtained a patent for a mode of constructing and facing walls, which professes to avoid the objections hitherto existing against erecting brickwork with a facing of stone, arising from the subsidence of the numerous mortar joints in the former compared to the latter, by which the stone facing unavoidably becomes injuriously weighted, and the crushing of the bed is the result. To remedy this, he carries up the brickwork, simultaneously *suspending* the facing stones thereon, and bonds in every stone, by weighting that part most adapted for it by the superstructure, but leaving the lower or bed joints open until the danger from the subsiding of the mortar joints is at an end, when the stone may be allowed to take a bearing, and become a portion of the construction by pointing up. He is thus enabled to dispense with much of the stonework hitherto necessary in the ordinary mode of construction, and reserves only sufficient for protection, appearance, &c.; and as he further proposes to obtain what is required by steam power, a saving of more than half, it is asserted, will be effected in the cost of the stone.

The annexed illustrations will explain the system:—Section No. 1. A, the brickwork, three courses of which having been carried up, and the mortar bed laid, the facing stone B is suspended thereon by the rebated part C, and in this state can be readily and properly adjusted, and when weighted by the brickwork above the bonding, is complete. The joint D is to be left sufficiently open to allow for the subsidence of the mortar joints, and where this has taken place the stone may be allowed to take a bearing by pointing.

Section No. 2 and 3 show how cornices, string courses, &c., may be applied in the same manner.

No. 4 shews the method of cutting the facing-stones out of the block. The cuts, AAA, BBB, which form the face and back of the stones, may be made in any number by one and the same operation. The cut, C, is then made and the first piece released, which, being the rough end of the block, is waste. Cut D is then made, and the first facing-stone delivered, also the second by the cut E, and in like manner till all are delivered.

Nos. 5 and 6 show the same method applied to cornices, strings, &c.

Plan No. 7, reveals of windows, doors, &c., which may be formed by notching out the rebate of the facing stone to admit that forming the reveal; any waste from the facing stones will form these.

Plan No. 8. The angles of the building formed in the same manner.

The Elevation is intended to show an ordinary building where the various parts are applied.

The italics on the elevation refer to corresponding letters on the plans and sections.

The patentee considers that the reduction which is effected in the cost of thus facing a wall with stone, together with the great facility in its erection (all the trouble and delay of procuring stone and making arrangements for working it being avoided), and the fact, moreover, that the material will be obtained and applied with no more trouble than facing bricks, will lead to its being used where otherwise cements would be resorted to.

THE ROYAL ITALIAN OPERA HOUSE.—The production of Auber's opera of *Massaniello* in a style of extraordinary magnificence and completeness (and which should be heard by all who love Beauty in sound), has led to some admirable painting by Messrs. Grieve and Telbin. The view of the Bay of Naples is worthy of Stanfield, and preservation. The market scene, before which is sung the well known "prayer," so as it never was sung before perhaps, has the church and campanile carefully and effectively painted. Perhaps the most striking scene of all, however, is that with which the fourth act opens, where two Doric porches on each side of the stage stand out against the clear blue sky, with Vesuvius in the back ground, and pleasant villas and quiet grounds at the foot, waiting to be overwhelmed by an eruption which is fearfully pourtrayed.

IMPROVEMENTS IN CONSTRUCTION.

SUGGESTED EXHIBITION.

IN a late number you referred to two important exhibitions, one for the advancement of the study of architecture, the other for the encouragement of British manufactures; but there appears to me another exhibition required in the metropolis, viz., one embodying the improvements which have been recently made in all that relates to the mechanical and scientific branches of Architecture. The numerous inventions which are constantly reviewed by yourself, and advertised in your columns, will, I am sure, without further remark, convince the architectural world of the value of such an exhibition. It requires but a slight effort to form the nucleus of a society to carry out this object.

Such an exhibition would embrace improvements of iron and timber, bridges, girders, roofs, floors, partitions, staircases, &c. Locks and fastenings of every description, and specimens of smith's work, sashes, window frames, shutters, skylights, ventilators, warming and heating apparatus, stained and plain glass, and improved modes of glazing. Water-closets, house drainage, &c. Specimens of brickwork, and improved modes of constructing chimneys. Samples of all cements and plasters, and specimens of application, and of scagliola work. Improved modes of lathing, and the best mode of using iron laths for fire-proof work. New modes of slating, also of forming flat roofs in slates, tiles, copper, lead, or iron.

Improvements in masonry, both stone, marble, and granite, especially as relates to the use of lead and iron in making joints. Specimens of architectural carving in stone and marble, pavements, paper-hangings, house-painting and graining, &c.

By reviewing this list, you will see that by far the most numerous prizes for improvement may be conferred on working men, and I know nothing that can more elevate the workman than by thus fairly rewarding his genius, and bringing him into contact with the patrons and professors of architecture. Many a poor man would by such means have a chance of raising himself in society, whose present opportunities are now indeed too few.

The spinning, weaving, printing, tool making, engineering, and other such like manufactures, require similar exhibitions, and in those parts of the kingdom best suited for such works; but I desire to begin with the art which calls all others to its aid, and by turns fosters and nourishes the whole. Δ.

*** We have on more than one occasion pointed out the advantage which such a collection would give to architects and those engaged in building.

THE CURIOSITIES OF ESTIMATING.

"THE more you knock," as the Frenchman said, "the more I wont let you in:" the more fully the system of estimating, or rather the want of system in estimating, pursued by some builders, is exposed, the more glaring are the inconsistencies exhibited. A correspondent from Chester, referring to our recent notice of contemplated restorations there, says the following tenders were submitted to the committee on the 9th, for taking down and rebuilding St. Michael's tower with white stone:—

Haswell	£1,310
Morris (accepted)	675

But this difference, striking as it may seem, is nothing compared with what is found in the following list of tenders sent in on the 14th, for building the Printers' Almshouses, Woodgreen, Tottenham. Read and digest it:—

D. Bodger	£6,310
Glenn	2,480
Cripps	2,375
Carter and Ellis	2,225
Taylor	1,989
Cooper and Davis	1,940
Maxted and Harris	1,859
Walker and Soper	1,850
Roberts (accepted)	1,750
W. Lamprell	1,513

One result of such affairs as these must of course be, that respectable builders will refuse to tender, excepting with parties known to them.

RAILWAY JOTTINGS.

WHAT we want for railways, says the *Railway Journal*, "are the following things:—1st. That the shareholders should have much more power than they have in the election of good directors, and the dismissal of obnoxious and useless ones. 2nd. That railway accounts should be kept on one uniform and simple system, so that when a man understands one he may understand any. 3rd. That the accounts, and all documents connected with them, should be open to the inspection and examination of shareholders at proper times. 4th. That the capital accounts should be closed, except under very special circumstances, within two years after the railway is opened for public traffic. 5th. That all contracts should be let by public tender, and the lowest be accepted, if proper security should be preferred. 6th. A careful, proper, and impartial audit. If these things were done," adds the *Journal*, "railway property would immediately rise in value."——We understand, says the *Railway Record*, "that the reductions which the directors of the Great Western Company have made in the number of passenger trains, will effect a saving in the expenditure of the company to the extent of 100*l*. a-day, or at the rate of upwards of 36,000*l*. a-year. We have only the credit side of the account here, however.——Amongst other indications of a revival of trade, it appears that the traffic on the London and North-Western for seven weeks, since the closing of the last half-yearly account, shows an increase of nearly 17,000*l*. over the corresponding period of the previous twelve months, or an increase at the rate of 2,400*l*. per week. No new extensions have been opened.——At the half-yearly meeting of the South-Eastern, Mr. J. Macgregor admitted that Lord Torrington, for his services in Parliament, had received out of the capital account a service of plate, worth 2,800*l*., besides 1,000 No. 4 shares, given at a dinner which cost 300*l*.——A recent report of Mr. Stephenson, the engineer, states that the Britannia-bridge masonry is finished, and nearly ready for the reception of the hydraulic presses for lifting the tubes. The Carnarvon platform for the short tubes is finished, and one of them commenced. The corresponding short tube on the Anglesey side is nearly completed. The four large tubes wait only the cast-iron work to be ready for floating. The arrangements for floating, including the hydraulic presses and pontoons, are nearly complete, and will be entirely so in May. The excess in works on this line beyond the Parliamentary estimate was 254,000*l*.; in stations, 72,000*l*.; in rails and sleepers, 95,000*l*.; land, 124,000*l*.; Conway-bridge, 50,000*l*.; Britannia-bridge, 350,000*l*.,—making a total excess of 945,000*l*. on a total amount of 3,084,650*l*. The amount yet to be expended on the works is stated to be 185,000*l*. The accounts to 31st December showed that 3,418,596*l*. had been received, and 3,358,271*l*. expended,—leaving a balance of 60,379*l*. in cash and at interest.——The Lancaster and Carlisle Company have taken forcible possession of the Maryport and Carlisle Company's station and ground at Carlisle, at present leased by Mr. Hudson. By the Act of the Lancaster Company it is said they had the power to do so on paying the amount assessed by a special jury, and for the purposes of a central station. A body of navvies took possession by tearing up the rails and carrying off the station bodily: the building being a temporary one.

COLOURLESS INK.—SIR: While in the formation of an inkstand so much beauty is sometimes displayed, both in the form and the material, it is vexing to see, when it is put to its destined use, how soon it is soiled by the black liquid, and disfigured by the accumulation of dregs or dried ink. It occurred to me that, by saturating paper with one of the principal components of ink, and writing with the other, this would be avoided. The inkstand would then contain only a colourless fluid, its beauty would not be injured; and if by any accident it were spilt, no material injury would be done either to dress or furniture. I have tried this, and find it answer very well, but probably others could improve upon it, especially in the construction of the paper.—JAMES EDMESTON.

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